

*To the Honorable the  
General Assembly of Maryland.*

The Memorial of the Baltimore and Ohio Rail Road Company, respectfully represents,

That when the charter of your Memorialists was granted, in the year eighteen hundred and twenty-seven, no other rail road had been projected in the United States for the purposes of general transportation; those in existence being of very limited extent and confined in their use to mines and quarries. That in England the use of rail roads for the carriage of persons and goods was of recent date, and furnished but little experience with respect to the cost of working them, and none in regard to the repairs that they required. The impression was universal that they were destined to effect the most important results; and the anticipations of their usefulness, as usual, in great schemes of new suggestion were almost unlimited. Some of the expectations of the first promoters of the rail road system have been more than realized, especially those connected with its public utility; others have been disappointed, among which are those relating to expense of transportation, superintendence and repairs.

Acting under these impressions, the originators of this road, were satisfied in their own minds that three cents per mile for passengers and four cents eastward and six cents westward per ton, per mile for goods—would produce a revenue sufficient to meet all expenses, and yield an ample return to the stockholders in the shape of dividends. Experience has proved that this was one of the expectations doomed to be disappointed. It is true that the cost of the road, being the first undertaken, may have been greater than it would be, were it now to be commenced, and that the materials used were more liable to decay than those which now would be employed. The necessity of using horse power until such an application of ~~steam~~ <sup>the material now used</sup> ~~curved and undulating road~~ required, may also have enhanced the cost of working of